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SUBJECT

1. Leningrad Office of Soviet Topographical Service
2. Roads and Rivers in Archangel Area

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USE OF TRAINED INTELLIGENCE ANALYSTS

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Topographical Service (Aerogeodeziya)

1. This service had branches at Leningrad, Tashkent, Kiev, and Omsk.

- a. The Leningrad office was at No. 33 Fontanka St. Since early 1940 its chief had been Bobyuk, who had previously been assistant to the former chief (name not known). This office had the following sections under it:

- | | |
|---------------------------------|-------------------|
| (1) Section No 35 at Ust Tsilma | (65°25'N-52°11'E) |
| (2) Section No 36 at Ust Vim | (62°10'N-50°20'E) |
| (3) Section No 37 at Karpogori | (63°59'N-44°28'E) |
| (4) Section No 38 at Yerensko | (62°10'N-49°05'E) |
| (5) Section No 41 at Siktivkar | (61°41'N-50°52'E) |
| (6) Section No 44 at Ust Ukhta | (63°37'N-53°53'E) |

- b. Section No. 37 had the following personnel:

Aparovlov	Chief, assisted by ten workmen and ten clerks
Mikhailov	Surveyor, assisted by eight to ten men
Vasiliev	Surveyor, assisted by five men
Korbut	Topographer, assisted by eight workmen

Until the summer of 1943 this section worked in Kresnovorsk(sic).
From the summer of 1943 until May 1945 it surveyed the
following roads:

Karpogori - Nyukcha (63°30'N-46°30'E) parallel to Pinega River
Karpogori - Vazhgort (64°00'N-47°04'E) parallel to Vashka River - Leshukonskoye (64°54'N-45°44'E) - Tsenogori (64°55'N-46°40'E) - Koinas (64°45'N-47°37'E) - Vozhgori (64°30'N-48°50'E) - Koslan (63°58'N-48°56'E) - Glotovo (63°58'N-49°28'E)

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CENTRAL INTELLIGENCE AGENCY

25X1

- 2 -

c. Section No. 36 had the following personnel:

Rozanov	:	Chief
Kadomchev	:	Senior mechanic
Rovsanov	:	Astronomer
Koghan	:	Trigonometrical engineer
Yakovnin	:	Astronomer

This section was engaged in surveying by trigonometry and astronomy. From May 1945 to July 1945, it was in Ust Kozhva (65°10'N-56°59'E) for the surveying of a point in the forest six kilometers west of Ust Kozhva which was of some astronomical significance. Between July and December 1945, the section was in Troitsko-Pechorskoye (62°43'N-56°10'E) for the surveying of two points on the road leading south-west to Pozheg (61°59'N-54°20'E). One point was 28 kilometers southwest of Troitsko-Pechorskoye, and the other was 18 kilometers from the first point. After January 1946, the section was in Ust Vim but was doing nothing.

Rivers in the Archangel Area

2. a. The Pinega River varied in depth between 25 centimeters and 5 meters and in width between 300 and 600 meters. It was usually navigable from late May to early November. During these periods paddle-driven tug-boats towing two or three barges loaded with about 600 tons of cargo each used the river. The cargoes generally consisted of petroleum, household items, manufactured articles, metals, and agricultural machinery which were being brought from Archangel. During the remainder of the year the river was frozen over.
- b. The Vashka River varied in depth between 35 centimeters and 6 meters and in width between 250 meters and 400 meters. At Leshukonskoye the width was 400 meters and at Vazhgort 250 meters. The Vashka was navigable during the same periods as the Pinega. It was most frequently used by steam tug boats towing barges.
- c. The Mezen River varied between 40 centimeters and 5 meters in depth and between 250 and 600 meters in width. At Leshukonskoye the river was 600 meters wide; at Koinas 400 meters; at Glotovo 250 meters. This river was also navigable during the same periods as the Pinega.
- d. The Vim River varied in depth between 1.5 and 3 meters and in width between 120 and 130 meters. It was navigable only between early June and early November.
- e. The Pechora River at Ust Kozhva was ten to twelve meters deep and 250 meters wide. At Troitsko-Pechorskoye its depth was five or six meters and its width 150 to 170 meters. Small ships up to 50 tons used this river. Large passenger vessels used the river from early June to early July. The river was navigable from 1 June to 1 November.

Roads in the Archangel Area

3. a. Karpogori - Nyukcha: This road was 170 kilometers long and varied in width between 10 and 15 meters. It was constructed of tree trunks felled from the forest through which the road

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CENTRAL INTELLIGENCE AGENCY

- 3 -

passed. The road was uneven, sandy, and full of holes. Its wooden bridges had been destroyed. It was not used by motor vehicles but only by pedestrians and horse-drawn carts. Between the first of November and the 20th of April, travelling was only by sledge.

- b. Nyukcha - Vazhgort: 90 kilometers long, five or six meters wide. This road also constructed of tree trunks. The ground through which it passed was so swampy that travel was difficult even for pedestrians in spring and summer. Travel in winter only by sledge.
- c. Vazhgort - Leshukonskoye: 150 kilometers long, 10-15 meters wide, sandy surface. Travel in winter by sledge.
- d. Leshukonskoye - Glotovo: 360 kilometers long, 12-15 meters wide, sandy surface. Travel in winter by sledge.
- e. Razgort (41 kilometers southwest of Glotovo) - Aikino (62°13'N-49°59'E): 168 kilometers long, 10-15 meters wide. Crossed swampy ground, impassable in spring. Used only by sledges during winter.
- f. Aikino - Siktivkar: 110 kilometers long, 15 meters wide, earth and sand surface. Used during the entire year even by motor vehicles.

Railroads in the Archangel Area

- 4. a. Aikino-Inyazhpogost (62°35' N - 50°52'E): 80 kilometers long, built by prisoners in 1938.
- b. Aikino-Ust Kozhva: 604-608 kilometers long. A great deal of freight, particularly anthracite coal, was shipped from Vorkuta to Moscow on this line.

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